so as **to** facilitate the donor and the receiver coming to some terms on meeting each other. In fact, I am told that there have been some Indian films actually eulogising and glorifying this kind of trade or exchange of limbs. There is a different complexion now. All this cannot be extolled. It will have to be subject to so many other restrictions, and it will have to be taken in a very balanced light. So. all these things would have *to* be looked into. Advertisements will have to be banned, if necessary, or modified or made a vehicle of our own education. So, all this will have to be done.

SHRI A. G. KULKARNI: Sir. the Minister has rightly bifurcated the two aspects of the basic question. One is humanitarian, and the other is commercial exploitation. In Bombay we have come across the callous conditions in the big hospitals. Particularly, Sir, in blood donation, even bad quality of blood is being encouraged *to* be given for a consideration. Then, Sir, the other is the organs. And the third is substandard medicine also. Sir, the substandard medicine has resulted in a large number of deaths of poor people in the government hospitals. Apart from the ethics of this profession, this commercial character has been, you know, the bane of this entire service organisation. This rarely goes towards serving human beings. And I do feel that *it* starts from the commercial aspect of admission to the medical colleges itself, but I will not go into that question. I want *to* know from you whether, instead of going into a legislation which will take a long time, w© can make the Indian Medical Council responsible, and then they will be responsible for such doctors and such organisations as are indulging in the exploitary character of the poverty of a person.

SHRI P. V. NARASIMHA RAO: Sir, the Indian Medical Council has an Act i which governs its functioning. That will | have to be amended if we come to the conclusion that certain legislative measures are necessary. I do not think that anything can be done by anyone without legislative support. That will have to be done. It will take some time. We are going into all these aspects.

SHRI JAGESH DESAI; Mr. Chairman, if I have heard him correctly, the hon. Minister said that two hospitals in Maharashtra were found trafficking in live organs. What are the names of the hospitals and whether the State Government has taken any steps with regard to these two hospitals?

SHRI P. V. NARASIMHA RAO: Sir, the State Government, according to my information, advisedly, have no named those hospitals yet. Evidently, they are going into all the aspects, all the details, facts, etc. When they tell us. I will be able to divulge the names. But right now we have not heard the names from the State Government. We should bear with State Government because they are cooperating. They are doing their best.

Model railway stations

*225. SHRI SATYA PRAKASH MALAVIYA: t SHRI J. P. GOYAL:

Will the Minister of RAILWAYS be pleased to state;

(a) whether there is a proposal under Government's consideration to establish model railway stations in the country;

(b) if so, what are the details in regard thereto;

(c) what are the names of railway stations selected in Uttar Pradesh for being converted into model railway stations;

(d) what is the amount earmarked for the purpose; and

(e) when the work of establishing model railway stations is likely to be started and completed?

fThe question was actually asked on the floor of the House by Shri Satya **pra-**kash Malaviya.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SOINDIA): (a) Yes, Sir.

(b) 66 stations have been selected to be developed as Model Stations on all Zonal Railways.

(c) Names of Railway Stations selected in Uttar Pradesh for being developed into model stations are Allahabad, Moradabad. Meerut, Gorakhpur, Kathgodam, Allaha bad City. Agra Fort, Lucknow Junction of Northern Railway & Lucknow Junction of North Eastern Railway.

(d) The total amount likely to be spent for establishing these model stations cannot be assessed at present as detailed plans and estimates are still under preparation.

(e) The work of establishing model railway stations is likely to start after the plans & estimates are finalised by the Zonal Railways subject to availability of resources. The progress and completion will also depend upon resources availability and quantum of work.

श्री सत्य प्रकाश मालवीय : सभापति महोदय, सरकार ने निर्णय लिया है कि जो क्षेत्रीय रेलवे हैं इनके अन्तर्गत 66 रेलवे स्टेशनों को माडल रेलवे स्टेशन बनाया जायगा । मैं यह जानना चाहता हूं कि इन रेलवे स्टेशनों को विकसित करने के लिये क्या क्या योजनायें और क्या-क्या काम प्रस्तावित हैं और किस प्रकार से इन्हें माडल स्टेशन बनाया जायेगा ?

श्री माधवराव सिंधिया : सभापति महोदय, अलग-अलग स्टेशनों पर जो-जो विभिन्न आवश्यकतायें हैं उनके अनुसार ही यह काय हाथ में लिया जायगा और योजनायें बनाई जायेंगी । परन्तु जो मुख्य बिन्दु है जिसके अन्तर्गत यह कार्य किया जायेगा उस में स्टेशन में यात्रियों के लिये सुविधायें बढ़ाना, जैसे कभी-कभी प्लेटफार्म की आवश्यकता होती है, किसी स्टेशन पर प्लेटफार्म की ऊंचाई सही नहीं होती है, वेटिंग रूम्स या रिटायरिंग रूम्स की आवश्यकता होती है, स्टेशन का सौन्दर्यकरण, एक और विशेष बात के बारे में हमन उल्लेख किया है और आदेश दिया है कि जो स्थानीय संस्कृति है उसका भी एक स्वरूप हमारे रेलवे स्टेशनों पर दिखायी देना चाहिये । इन सब बातों को ध्यान में रखते हुये योजनायें बनाई जायेंगी । मुझे नहीं लगता कि ज्यादा समय लगेगा । एक डेढ़ महीने में योजनायें तैयार हो जायेंगी उसके पश्चात हम कार्य हाथ में लेंगे ।

श्री सत्य प्रकाश मालवीय : सभापति जी, जो 66 रेलवे स्टेशन चुने गये हैं उनको चुनने के लिये क्या आधार था और इस संबंध में क्या जनता के प्रतिनिधियों की, संसद सदस्यों या विधायकों की राय ली गई थी या नहीं ली गई थी या किन-किन लोगों की राय ली गई थी ?

श्री माधवराव सिंधिया : मान्यवर, उत्तर प्रदेश में अगर जनता के प्रतिनिधियों की राय ली जाती तो 400 से ऊपर सुझाव उत्तर प्रदेश विधान सभा सदस्यों के आ जाते और लगभग 85 सुझाव लोक सभा के सदस्यों के और इतने ही सुझाव राज्य सभा के आ जाते । हमने यह मापदंड उनको दिया था गाइडलाइन दी थी कि प्रत्येक डिवीजन में कम से कम एक स्टेशन लिया जाय, कहीं कहीं दो भी लिये गये हैं और ऐसे स्टेशन लिये जायें जिनका कोई महत्व हो या कोई स्थानीय महत्व हो, सामाजिक दृष्टि से या ऐतिहासिक दृष्टि से या कामर्स या ट्रेड की दृष्टि से या धार्मिक दृष्टि से । इन सब बातों को ध्यान में रखते हुये स्टेशन चुने गये हैं ?

SHRI J. P- GOYAL: I would request the Minister to give us more details about the facilities which he will provide on the model stations. Of course, he has given one or two examples of such facilities Moreover, I would like to know whether he has any plans to increase the number of the model stations wkich he

has at present fixed at 66. What I mean to ask is whether in a year or so he has got any plans to take up more stations, particularly those where a ltt of passengers go, within this scheme.

SHRI MADHAVRAO SCINDIA; To answer the second part of this question first, I would say that at present we have plans to take up 66 stations in Uttar Pradesh and other States. The model stations approach does not mean that all augmentation or improvement work on all other stations will cease completely. That is not the case. The normal work would continue, but these stations will be concentrated upon.

The second part of the hon. Member's question is regarding the details of the facilitieu. They are voluminous-waiting halls, benches, drinking water, improved toilet facilities, proper booking arrangements, waiting rooms, covered platforms, retiring rooms, bathroom, buckets, seats and so on. It is a very very long list. If the hon. Member wants I can have a separate discussion with him and give all the details.

SHRI BIR BHADRA PRATAP SINGH: Sir, I am concerned with part (c) of the question wherein a number of places in Uttar Pradesh have been given and on my selfish consideration I feel more delighted that two railway stations in Allahabad have also been included for improvement....

SHRI SATYA PRAKASH MALA-VIYA: There are 8 railway stations.

SHRI BIR BHADRA PRATAP SINGH: Yes, I join the issue wi^h both hon. Members, Mr. Satya Prakash Mala-viya and Mr. J. P. Goyal because I also belong to that place. Sir, it is my selfish consideration that you are improving already improved railway stations. My pointed question is what about those neg-i lected places? You are already improving Varanasi new railway Station. Allahabad new. railway station and Lucknow new railway station. What is the use? Why don't you look for this model improvement in the backward areas. I wrote a number of letters to the Minister in this connection. Why don't you improve Shah-ganj which connects Ballia, Azamgarh and Jaunpur. For these three districts there is only one waiting room. So the point that I want to drive home is please look into the backward areas for improvement, and make them as model railway stations rather than those improved railway stations. I request the hon. Minister to kindly consider this point.

SHRI MADHAVRAO SCINDIA; Sir, if you go through the list you will find it is a mixed bag. If the hon. Member says that Allahabad should not have been considered at all then I want to inform him that Allahabad has got its own importance. The stations which have been taken in hand also very much depends on the amount of traffic and passengers that go through those stations. As you can see there are certain areas which one could say would be in the backward areas like Kathgodam, Gorakhpur. So these represent certain backward areas in the country. Sir, it is not possible to include too many stations for improvements as model stations; otherwise the whole object and exercise become fruitless. We have got 7, 000 railway stations on the Indian railway system.

श्री विट्ठलराव माधव राव जाधव : सभापति महोदय, मैं माननीय मंत्री जी से यह जानना चाहता हूं कि – यह माडल रेलवे स्टेशन का जो इन्होंने प्रोपोजल रखा है, उसका तो हम स्वागत करते हैं, लेकिन इसके साथ ही साथ हम यह जानना चाहते हैं कि साऊथ सेंट्रल रेलवे में जो मीटर गेज लाइस चलती है, उनमें कोई माडल स्टेशन बनाने ही कोई योजना है या नहीं ? जो रेलवे स्टेशंस हैं, उनको रेलवे स्टेशन कहने के लिये भी हमें शर्म आती है क्योंकि वहां पर कोई लैट्रीन का इंतजाम नहीं है, पानी का इंतजाम नहीं है, कोई केटरिंग का इंतजाम नहीं है । ऐसे काफी रेलवे स्टेशन हैं । उनका दर्जा सुधारने के लिये भी सरकार क्या विचार कर रही है ?

श्री माधवराव सिंधिया : सर, मैंने पूर्व में ही कहा है कि माडल स्टेशन की योजना का यह अर्थ नहीं है कि दूसरे स्टेशनों का जो सामान्य सुधार चल रहा हो, उस कार्य में कोई रुकावट आने वाली है। वह तो चलने ही वाला है। रूटीन का जो सुधार, इम्प्रूवमेंट होता है, वह तो चलता ही रहेगा। माडल स्टेशन पर विशेष हम अपना ध्यान केंद्रित करना चाहते हैं, ताकि कुछ ऐसे स्टेशन कम से कम बनें, जो सुन्दर हों और जहां सब सुविधा उपलब्ध हो।

जहां तक साऊथ-सेंट्रल रेलवे की बात है, सर, यह क्वेश्चन उत्तर प्रदेश के बारे में है और उत्तर प्रदेश के बारे में हमने आंकड़े दिए हैं। वैसे... (व्यवधान)

SHRI PARVATHANENI UPENDRA: They are also model stations in their way.

SOME HON. MEMBERS: The main question is for the whole country.

MR. CHAIRMAN; Part (b) relates to the whole country... *(Interruptions)* That is why everybody is asking from, Kashmir to Kanyakumari.

SHRI MADHAVRAO SCINDIA; Sir, regarding South Central Railway, we have taken seven railway stations in hand.

SHRI VITHALRAO MADHAVRAO JADHAV: I asked about metre gauge which is most neglected.

MR. CHAIRMAN: He said that seven stations have been taken in hand.

SHRI B. SATYANARAYAN REDDY: I am happy to note that the Railway Minister is thinking of making some railway stations as model. It is a good idea. But I hope that he will modernise all the station* In the country. Now, may I know from the Railway Minister as to how many railway stations have the minimum passenger amenities according to the norms laid down by the Railway Ministry? Will the Minister consider providing these minimum amenities for all these stations? If not, why not? How is he going to provide these facilities in all these stations?

SHRI MADHAVRAO SCINDIA: Sir, I will require separate notice for the hon. Member's question. But I would like to add that we are facing a tremendous constraint of resources. We have priority items under the Railway plan head and this particular item does not come under priority. But in spite of that, we have made an increase of 50 per cent this year for passenger amenities, from Rs. 6 crores to Rs. 9 crores. So we are doing our best considering the circumstances.

As far as minimum standards are concerned, every station does have minimum standards and I am sure those minimum. standards do exist at most our stations.

MR. CHAIRMAN; Now we will go to Kashmir. Mr. Prashaut.

SHRI DHARAM CHANDER PRASHANT; Sir, in the reply the names Of railway station taken up for upgradation in U. P. are given. I would like to ask the hon. Minister how many stations will be upgraded in. Haryana, Punjab and up to Jammu.

SHRI PARVATHANENI UPENDRA: Let him give State-wise. Everybody will be satisfied.

SHRI MADHAVRAO SCINDIA; Sir. I do not know if thi$_s$ comes within the purview of the question...

MR. CHAIRMAN: This is an omnibus question and there will be omnibus supplementaries. You can say you will look, into it- It is simple.

SHRI MADHAVRAO SCINDIA: I shall try to look into it.

SHRI NIRMAL CHATTERJEE: Sir, the Minister has said in reply to an earlier question that expenditure on this will not mean complete abolition of other projects. I emphasise the word **'complete*.** Does it mean that there will be some cut? That: s part (a). Part (b). the Minister has expressed his wish to supply us a list of what are considered to be attributes of a model station. **Would he also** indicate what are the attributes of the minimum requirements of stations which, he says, exist in all the 7, 000 stations in the country? Part (c): why is he shy of mentioning one thing? He seems to be knowing everything—the details of stations, attributes, everything. Onty one details he is fighting shy of mentioning **and** that is, he does not declare **how much** expenditure it involves. Would hg kindly get rid of this shyness and enlighten us?

SHRI MADHAVRAO SCINDIA: Sir, as far as model stations are concerned, I have already answered that each station will depend on the individual circumstances of that particular area. Some station, may require One particular facility an other stations may require another particular facility. I would also like to assure the hon. Member, as I have already said—I think he misheard me—that the normal routine improvement work or giving of facilities in a norma) way at all our stations will continue. These model stations have only been picked up to be specially concentrated upon for **even** greater improvement.

MR. CHAIRMAN: What is the total allocation?

SHRI MADHAVRAO SCINDIA: The plans are being made. I have already mentioned that. And our aim is to see that the rriodel is really pretty.

MR. CHAIRMAN; Question No. 226.

Death of children due to spurious drugs

*226. SHRI BHAGATRAM MANHAR: * SHRI BlR BHADRA PRATAP SINGH;

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state;

(a) whether Government's attention has been drawn to a news item that appeared in the Delhi edition of he 'Hindu' dated the 22nd October, 1986 under caption *1* children die after taking drug';

(b) if so, what are the details thereof;

(c) whether it is also a fact that cases of administartion of spurious drugs is on the increase during the last one year;

(d) if so, what is the number of persons who were reported to have died after spurious drugs were administered to them by various hospital authorities in the country; and

(e) whether any action has been taken against the manufacturers of. spurious drugs; if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH A ND FAMILY WELFARE (KUMARI SAROI KHAPARDE): (a) Yes, Sir.

(b) to (e) A statement is laid on the Table of the Sabha.

Statement

Information received from Dean K. EM. Hospital, Bombay, who has

•The question was actually asked on the floor of the House by Shri Bnagat-ram Manhar.